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[TFR 262-1]

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To Moscow, Comrade Shtemenko
Comrade Zhigarev
Copy to: Peking, Comrade Krasovskyj

Operational summary No. 0381, HQ 64th IAK, Antung, dated 15 December 1951, 2400 hrs. Map is 1:500,000 scale dated 1941.

1. On 15 December 1951, IAK formations remained on airfield combat alert status and conducted intercepts of enemy aviation strike groups operating in the areas around Anju, Kidzyu and Dzyunsen.

A total of 136 sorties where flown. Of those, the 303rd IAD conducted 100 sorties totaling 91 hours 48 minutes of flight time and the 324th IAD conducted 36 sorties totaling 32 hours 30 minutes of flight time.

The Corps' units conducted two flights and engaged the enemy once.

The 303rd IAD conducted a multiple enemy engagement for the Corps. According to pilot reports and gun camera footage, two F-86 aircraft were shot down and one F-86 was damaged. The total number of rounds expended was: N-37 - 37 rounds, NS-23 - 90 rounds. The corps had no losses.

The 324th IAD conducted a group engagement as a Corps. According to pilot reports and gun camera footage, one enemy F-86 aircraft was shot down. The total number of rounds expended was: N-37 - 28 rounds and NS-23 - 84 rounds. The unit had no losses.

2. On the evening of 15 December 1951, the 351st IAP conducted 4 sorties totaling 5 hours and 56 minutes of flight time. The unit did not encounter any enemy forces.

Reviewed by DPMO
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The 17th IAP encountered eight enemy F-86 and engaged them at an altitude of 9,000-11,000 meters in the area of Kaechong at 1025 hrs. During the battle, up to 32 additional F-86 aircraft approached from the Korean Gulf and attempted to engage our fighters. Two of our aircraft fired on the enemy. As a result, Captain Sutyagin shot down one F-86.

The 523rd IAP encountered four F-86 enemy aircraft at an altitude of 10,500-11,000 meters 10 kilometers south of Anju at 1031 hours. The enemy aircraft were pursuing four MiG-15 aircraft from another unit. Captain Popov, under the air cover of his flight, engaged an enemy F-86 aircraft at a distance of 300 meters from a 1/4 attack angle and shot it down. After breaking off the attack, Captain Popov's group detected an additional twelve F-86 aircraft and engaged them. The engagement involved a great deal of vertical maneuvers at an altitude of 10,000-11,000 meters. The enemy aircraft had British markings and had yellow stripes on the outer wing and fuselage. As a result of the engagement, Captain Samojlov damaged one F-86.

The 176th IAP, providing top cover for the operations of the 303rd IAD, encountered twelve F-86 aircraft at an altitude of 11,500-12,000 meters in the area of Anju - Sinuiju at 1028 hrs. The enemy aircraft were flying in groups of 2, 4 or 6 aircraft and were attempting to attack our fighters. The regiment, upon receipt of Colonel Vishnyakov's command, attacked the enemy in flight echelon formation. As a result of the air battle, Captain Milaushkin shot down one F-86.

From 1412 hrs to 1455 hrs, eight groups totalling approximately 120 enemy fighter aircraft were detected at an altitude of 6,000-8,000 meters in the areas of Kakuzan, Kajsyu, Kinsen and Chinnampo. They were flying in the general direction of Dzyunsen and Tejsyu. One of the enemy fighter groups, comprised of about eight fighters, was following the sea in the direction of Dogushan'. After our fighters had scrambled and headed toward Anju, three groups of enemy aircraft, approximately 48 planes located south of P'yongyang, reversed course and began operating in the areas of Chinnampo and Kosyu

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The regiment detected about eight F-86 aircraft on intercept courses. The enemy aircraft did not want to engage in battle. They reversed course, decreased altitude and headed back out to sea past the shoreline.

4. Enemy aviation conducted two large-scale air strikes on targets in the areas of Anju, Ehjdzyu, Dzyunsen and Saito during 15 December 1951. The enemy formations consisted of 108 and 72 aircraft. Small groups of 4 - 16 enemy fighter aircraft operated during the intervals between strike groups. Chinese units scrambled to intercept these small groups.

The radar stations detected up to 336 enemy fighter aircraft, approximately 276 of which were operating in the IAK's area of responsibility, throughout the day. The enemy aircraft operated in groups of 4 - 20 aircraft at altitudes of 4,000-13,000 meters. During the evening of 15 December 1951, fourteen overflights were conducted by enemy bomber aircraft operating independently. The bombers were operating in the areas of Khakusen, Anju, Syukusen, Dzyunsen, Tejsyu, Sensei and Simni-do island.

During the past two days, our flight personnel have noticed a large number of enemy F-86 fighter aircraft that have British markings involved in air battles. The first F-86 aircraft displaying these yellow stripes were noted on 29 November 1951. However, the British markings were not noticed by our pilots

5. The weather in the areas around Antung and Anju was partly cloudy with a 6-10 kilometer visibility. The fog in the morning reduced visibility to 4 kilometers.

6. Combat personnel: IAK Command and Control: 2 MiG-15 aircraft, all combat ready. Five fliers, four of which are combat ready (including two located at the command post) and one is not combat ready. 303rd IAD: 88 MiG-15 aircraft, 13 of which are not combat ready (to include one aircraft that had to make a forced landing at the airfield, four without boost control, four capable of limited operations, two aircraft undergoing engine replacement, two aircraft undergoing repairs at the PARM (mobile aircraft repair facility)). Of the 113 fliers, 59 are combat ready (to include two at the command post, two without wingmen assigned), 29 are sick, 24 at health centers, one is on temporary duty. A total of 52 crews are combat ready.

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324st IAD: 54 MiG-15 aircraft, eleven of which are not combat capable (to include four aircraft undergoing engine replacement, four aircraft undergoing repairs on damages received from engagements, three aircraft undergoing flight checks). 79 fliers, 50 of which are combat ready (to include four located at the command post, four unassigned wingmen), 21 are sick, 6 at health centers, 2 required for flight training. 38 crews are combat ready.

351st IAP: No changes reported.

2.

1. During the last 24-hour period, enemy aviation has not entered the anti-aircraft artillery zones surrounding Antung, Tajsen, Nansi and Anju. No anti-aircraft artillery fire was conducted.

2. The numerical and combat strength, as well as the deployment of the anti-aircraft artillery units, has not changed.

3.

The flier of a downed enemy "Meteor" aircraft was taken prisoner on 1 December. The flier indicated that the group of 12 "Meteors" had been tasked to conduct an aerial reconnaissance of the Tajsen airfield. The mission was not carried out because the "Meteors" were intercepted by MiG-15 aircraft and the "Meteor" flight leader was shot down. ~~The prisoner did not know the exact number of planes that were shot down. According to information from the Korean Command, the wreckage of three "Meteor" aircraft was found. The pilots of those aircraft perished. The aircraft of the prisoner had also crashed.~~ [underlined sentences crossed out in original] The prisoner stated that the squadron was awaiting a shipment of an additional 16-18 "Meteor" aircraft from Great Britain.

[signature] /Lobov/
[signature] /Suagin/

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16 December 51 [illegible signature]

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